

Recognized Authority on
Connellsville Coke Trade.

Weekly The Courier

Circulates Wherever Coke
is Manufactured or Used.

VOL. 32, NO. 30.

CONNELLVILLE, PA., THURSDAY MORNING, FEBRUARY 2, 1911

EIGHT PAGES.

Production and Output.

MORE CONFIDENCE IN COKE TRADE.

**Central Selling Agency Quiet,
But Not Altogether
Dead.**

FREIGHT RATE DISCRIMINATIONS.

**The Connellsville Merchant Operators
Will Complain to the Interstate Com-
merce Commission—Frick Company
Fires 1,200 Ovens—Better Times
Expected.**

The Connellsville coke trade shows signs of slowly returning confidence. Though there is as yet no marked improvement in demand or prices, all indications point that way and the coke operators are correspondingly encouraged. This has resulted in a slight hardening of prices and a confirmed tendency to decline contracts at present market rates. While the coke has been a more optimistic tone to the market for the past ten days or two weeks, the announcement that the Hariman lines were to be double tracked throughout at a cost of \$75,000,000 has put an effective end to all lingering doubts. It is considered to mean that the long delayed steel rail orders will shortly come out and they will do much to increase the demand for Connellsville coke.

The proposed selling agency is as silent as the tomb but it must be inferred that it is altogether dead. It must be remembered that the proposition is one which does not advance. Even the advertisement of its charter notice proved to be too much publicity. The iron trade organs viewed the object instantly and exploited it to the full. While some of the operators expressed some doubts as to its legality, many of the best minds of the coke business have every confidence in its legitimacy. They emphatically disclaim any design to infringe the law and declare that the object of this organization is to protect their business against ruinous prices and not to corner the coke market and hold up the iron trade for extortionate prices. They point out that the merchant coke production of the Connellsville and Lower Connellsville regions is no means a controlled factor in the coke trade and that the central selling agency cannot be construed to be a trust factor. Official figures bear out this contention. They show that there are over 100 coke ovens in the United States while the merchant ovens of the Connellsville region number less than 10,000.

The protest of the Connellsville coke operators against discrimination in freight rates is taking effective form. The Connellsville Coke Producers Association is getting ready to join the Pittsburgh district coal operators in presenting their case to the Interstate Commerce Commission. There is no doubt that they are discriminated against and a leading merchant operator yesterday said: "The more we look into the matter the more it gets for example the Pittsburgh district coke operators with a haul of between forty and fifty miles greater than our own get a rate to Philadelphia of 20 cents per ton less than we have to pay. The result is that we are losing a large portion, if not all of that trade to the West Virginia district. If freight rates were only even we would get the business, because we have a better time to offer."

The features of the past week in the Connellsville coke trade have been the firing up of 1,200 ovens by the H. C. Frick Co. and Company and a corresponding increase in the output of the furnace in excess of 500,000 tons. For some unexplained reason the merchant coke production fell off slightly but upon the whole there was an increase of over 4,000 tons produced. Shipments remained practically stationary at 8,500 cars. The iron business is running at half capacity but the Connellsville coke business has never fallen below 100% and is now increasing. The tools of the past week did not seriously interfere with the coke trade. Transpiration facilities are ample. Labor is plenty and contented. Stock coke at the merchant plants is tight.

The estimated production last week was 291,705 tons as compared with 287,475 tons to the previous week, a gain of 4,230 tons. Merchant production fell off 1,615 tons while the furnace production made a gain of 5,785 tons.

The average running order of the region was 77 days, as compared with 53.3 days for the preceding week. The average of the merchant ovens was 54.6 days while the furnace ovens made an even average of 54 days.

Of the 7,762 merchant ovens in operation 71 ran six days, 53 ran five days, 79 ran four days and 160 ran two days.

Of the 11,070 furnace ovens, 60 ran seven days, 1,632 ran six days, 10,770 ran five days, 1,105 ran four days and 450 ran three days.

Of the entire 292,475 tons of coke, 60 ran seven days, 1,632 ran six days, 10,770 ran five days, 1,105 ran four days and 450 ran three days.

Shipments fell off last week 12 cars being 8,548 as against 8,560 for the previous week. Pittsburgh shipments decreased 10 cars and to point West 50 cars while shipments to points west of Pittsburgh show a gain of 293 cars.

During the week there was a net gain in active ovens of 116. The H. C. Frick Co. on account of six furnaces being blown in at Reservoir, N. J., fired 1,200 ovens at its Reservoir, N. J., plant.

The total number of ovens in the region has been increased by 8 at the top.

A BOOM COMING

In Steel With Announcement of Hariman Lines Management

President Robert S. Hariman of the Union Pacific and Southern Pacific announced in New York yesterday afternoon that the executive committee of these two Hariman lines have decided to double track the Oregon Short Line from the junction with the Union Pacific at Huntington, Idaho to the line along the Columbia river in Oregon to Portland and a total of 100 miles.

The cost of the double tracking of the lines is estimated at \$75,000,000. It will be distributed over a period of five years. The announcement of the double tracking of the Oregon Short Line would spend \$7,500,000 for improvements and extensions during the next five years. The announcement was received with enthusiasm throughout the industrial and financial Pittsburgh. Shrewd men saw in the move the opening gun of a period of prosperity to be unparalleled in American history. One which founded on sound conditions would endure for many years and in which Pittsburgh would have a great share.

Not only in the actual money to be expended in the plan of sweeping iron and steel but the charge for the letter it will make in the business and trade section of the nation is a whole lot more than a great value. During the past few days have disappeared from the business sky in large measure. Now with the opening of the Hariman program news which will act as a signal for revival of confidence and reawakening of activity.

The importance to Pittsburgh of the Hariman program it was the general opinion among men of affairs yesterday cannot be overestimated. A great share of the orders for steel rolling equipment and supplies of all sorts will be through the normal channels of trade comes to Pittsburgh by the normal Hariman expenditures. Then if the sentiment effect is as great as men of broad view believe it will be many millions in addition will be sent up to the workshop of the world by great corporations of every sort. There will be work in plenty for all Pittsburghers and prosperity for capitalist and workman.

MILLIONS INVOLVED

In Two Big Mortgages Filed in Somerset County

TOLESTOWN, Pa., Jan. 31.—One of the largest mortgages ever entered in Somerset County was filed in the Somerset County Court yesterday when the Consolidation Coal Company filed a \$1,000,000 mortgage on a tract of land in the Somerset County, Pa., owned by the Consolidation Coal Company.

The mortgage was filed in the Somerset County Court yesterday when the Consolidation Coal Company filed a \$1,000,000 mortgage on a tract of land in the Somerset County, Pa., owned by the Consolidation Coal Company.

To Handle Maryland Coal The Baltimore White company after some negotiation has entered into an agreement with the Maryland Coal Company to handle the output of the St. Michael mine.

Mine Inspectors' Meeting The next meeting of the Mine Inspectors' Institute of America will be held in Charleston, W. Va. on June 13, 14 and 15, 1911.

Review of the Connellsville Coke Trade.

Statistical Summary.

PRODUCTION	WEEK ENDING JAN. 28, 1911				WEEK ENDING JAN. 21, 1911			
District	Ovens	In	Out	Tons	Ovens	In	Out	Tons
Connellsville	23,907	18,066	10,921	152,065	23,909	11,034	11,895	111,887
Lower Connellsville	15,134	10,766	1,668	139,610	15,111	10,769	1,845	112,399
Totals	39,041	28,832	12,589	291,675	39,020	21,803	13,740	224,286
Furnace Ovens								
Connellsville	18,921	10,760	8,164	122,500	18,916	9,818	9,095	115,970
Lower Connellsville	4,613	3,310	3,307	45,520	4,620	3,110	3,821	49,117
Totals	23,534	14,070	11,471	168,020	23,536	12,928	12,916	165,087
Open Market Ovens								
Connellsville	5,073	2,306	2,767	29,565	5,013	2,219	2,797	28,917
Lower Connellsville	10,561	7,456	3,305	95,120	10,561	7,111	3,821	103,117
Totals	15,634	9,762	6,072	124,685	15,574	9,330	6,618	132,034
SHIPMENTS								
WEEK ENDING JAN. 28, 1911				WEEK ENDING JAN. 21, 1911				
To Pittsburgh	937 Cars				920 Cars			
To Points West of Pittsburgh	4,772 Cars				1,760 Cars			
To Points East of the Region	719 Cars				519 Cars			
Totals	6,428 Cars				3,200 Cars			

The Relative Responsibility of Merchant Coke Operators and Pig Iron Manufacturers for Present Price Conditions.

James R. Schurz, of the New York Times, writes in an editorial in the issue of the 28th inst. that the present price conditions of the coke trade are the result of the action of the pig iron manufacturers. He says that the pig iron manufacturers have been the cause of the present price conditions of the coke trade. He says that the pig iron manufacturers have been the cause of the present price conditions of the coke trade. He says that the pig iron manufacturers have been the cause of the present price conditions of the coke trade.

Geological Statistics on Coal Output in Western States.

The year 1909 was the most productive in the history of coal mining in the West. The total production was 1,777,772 short tons, having a spot value of \$127,625. Not only is the production the largest recorded but the prices received for the highest grades of coal were the highest in the history of the industry. The average price for the West in 1909 was \$1.65 per short ton, against \$1.62 in 1908 and \$1.62 in 1907. During the last 27 years there was only one year, 1901, in which the average price was as high as in 1909 and in no year was it as high as in 1909. The production in 1909 exceeded that of 1908 (1,767,710 short tons) by 10,062 tons or 0.56 per cent. The value increased from that of the 1908 output by \$1,957,226 or 12.21 per cent. Compared with the previous high record of 1907, the production in 1909 showed an increase of 1,871,000 short tons in quantity and of \$1,016,616 in value. Of the twenty-two western states in which coal is produced, 16 showed an increase and 6 a decrease in 1909. The largest increase, 171.21 short tons was reported from Utah. The next largest increase was from Idaho, 99,606 tons. Wyoming reported a decrease of 1,722 tons. The largest decrease was from Montana, 1,722 tons. The largest increase in value was from Utah, \$1,957,226. The largest decrease was from Montana, \$1,722,000. The largest increase in value was from Utah, \$1,957,226. The largest decrease was from Montana, \$1,722,000.

Prices and Prospects.

IRON AND STEEL

The Improvement Noted Ten Days Ago Has Continued.

The improvement in the iron and steel trade has continued. The iron and steel trade has continued to show improvement. The iron and steel trade has continued to show improvement.

IRON TRADE BETTER; COKE PRICES FIRMER.

One Bid of \$1.50 for Standard Grade Coke is Refused.

WAS FOR FEBRUARY SHIPMENT

Odd Lots of Indifferent Coke Sold in East at \$1.30 a Ton—Contracts for Next Five Months Being Negotiated in Desultory Way.

The iron and steel trade has continued to show improvement. The iron and steel trade has continued to show improvement. The iron and steel trade has continued to show improvement.

RELIEF FUND REPORT

Carnegie Benefits and Pensions Total \$216,866.66 in 1910

The Carnegie Foundation for the Advancement of Science has reported that the total amount of benefits and pensions paid in 1910 was \$216,866.66. The Carnegie Foundation for the Advancement of Science has reported that the total amount of benefits and pensions paid in 1910 was \$216,866.66.

FAYETTE MINERS

Who Are Attending the Convention at Columbus, O.

Several of the county men attended the convention at Columbus, O. The convention was held at Columbus, O. The convention was held at Columbus, O.

Various Companies Appeal

The various companies have appealed. The various companies have appealed. The various companies have appealed.

The various companies have appealed. The various companies have appealed. The various companies have appealed.

The various companies have appealed. The various companies have appealed. The various companies have appealed.

The various companies have appealed. The various companies have appealed. The various companies have appealed.

The various companies have appealed. The various companies have appealed. The various companies have appealed.

The various companies have appealed. The various companies have appealed. The various companies have appealed.

Pickands-Magee Co.,

Connellsville Coke

The Lower Connellsville District

With Their Owners, Address and Ovens in Blast Corrected to
Saturday, Jan 28, 1911.

HERBERT Du PUY, President

JOHN C. NEFF, Gen. Mgr.

Connellsville Central Coke Co.

General and Sales Office, 1211 Empire Building, Pittsburgh, Pa.
Works—Low Phos. No. 1, Herbert No. 2, near Uniontown, Pa.

Standard Connellsville Coke

MONTHLY CAPACITY 32,000 TONS

P. R. R., P. & L. E. R. R. and B. & O. R. R. CONNECTIONS

Coke low in Sulphur and Phosphorus and of strong physical strength.
Our Coke at H. B. H. R. R. WORKS in LONG TILDEN OVENs and entirely mechanically handled.
Blossomish blow from blast furnaces of compressed anthracite coke is drawn.

ANALYSES FURNISHED ON REQUEST.

**Frogs
and Switches**
RICHARDSON & CO.,
(Incorporated)
121 FULTON BUILDING,
PITTSBURG, PA
RAIL DEALERS

The Weekly Courier.

Entered as second-class matter at the postoffice, Connelville, Pa.

THE COURIER CO., Publishers.

M. F. STYGER,
President and Managing Editor.
J. H. STEINER,
Secretary and Treasurer.

Office, The Courier Building, 127 1/2 W. Main Street, Connelville, Pa.

THURSDAY MORNING, FEB. 2, 1911

HOW TO MAKE THE COKE TRADE PROFITABLE

The tin plate trade is reported to be very prosperous notwithstanding the dullness in other lines of iron and steel business. In spite of the Pure Food laws the tin can grows in usefulness and consumption increases accordingly.

When the tin mill of the country were merged there were too many of them. The business had been very profitable in the beginning because the demand was greater than the supply. This led successively to surplus capacity, overproduction and under selling unprofitable business.

The tin plate supply was greater than the demand and there was no way to regulate it. The manufacturers tried all sorts of gentlemanly agreements, but none of them were successful. These verbal bonds were ropes of sand. The product of the tin mills was practically sold by four big brokers in New York, known to the trade as the Big Four, and they were making all the money. Their profit was sure no matter what the gain or loss of the manufacturer might be.

The Connelville merchant coke operators are in much the same condition today. They are trying hard to better that condition, and they may succeed in some measure in doing so. The tin plate manufacturers put a good price on their mills and sold them to Judge Moore and others who formed the American Tin Plate Company. No manufacturer was asked to take a dollar's worth of the stock of this company. His option price was understood to be cash. But more than 90% of the purchase price of the mills was taken in stock because the manufacturers felt that the problem of profitable operation had been successfully solved.

If a Judge Moore were to come to the Connelville region he might solve the troubles of the merchant operators in short order. The advance agent of prosperity is J. A. Thompson and his Fayette county associates own a very large portion of the coal of Washington and Greene counties and while the hold it for speculative purposes it is worth mentioning that they do not hold it against the public interest but rather in trust for that interest.

THE ADVANCE AGENT OF PROSPERITY

J. A. Thompson and his Fayette county associates own a very large portion of the coal of Washington and Greene counties and while the hold it for speculative purposes it is worth mentioning that they do not hold it against the public interest but rather in trust for that interest.

They have acquired large tracts of coal in solid bodies such tracts will be desired by operators who are when they come to purchase. If the coal holdings of Washington and Greene were wide scattered among small owners it could be very difficult to get together a tract of one thousand or five thousand acres when a large manufacturing interest appeared in the market.

The growth and prosperity of Washington and Greene counties depend largely upon the development of their Pittsburgh coal which is the best coal in the country today and the ability of the present holders to make quick deliveries will greatly facilitate that development.

J. A. Thompson is only the advance agent of prosperity for Washington and Greene counties.

FREIGHT RATES AND COAL LAND VALUES

The expert testimony of John W. Bollean concerning the value of Washington county coal lands incidentally discovered to some people in that neighborhood that the future value of their coal property depended largely upon the elimination of freight discriminations on lake coal shipments.

The question was exhaustively gone into by Mr. Bollean and others at a recent meeting of the parties, a meeting in the Chamber of Commerce of Pittsburgh. It was shown that West Virginia and even Kentucky coal was being hauled to the lakes at rates very little greater than those from the Pittsburgh district including Western Pennsylvania the West Virginia Panhandle and Eastern Ohio. These discriminating rates coupled with the lower labor costs in the Southern fields enable the coal operators there to compete successfully with the operators of the Pittsburgh held though the latter are scarcely half the distance away and furnish a return haul in the shape of lake ore.

The lake coal trade belongs naturally to the Pittsburgh district and with an equitable adjustment of freight rates would inevitably go to that district with the result that every acre of available coal here would be materially enhanced in value. The Washington county people have very lively interest in the movement to enforce equalization of freight rates. So have all the people of the Pittsburgh coal region from the Monaca hills westward to the Ohio.

The eastern outcrop of the great Pittsburgh coal field is a young coal. As the field extends westward it becomes older and older and its product remains one of the finest steam coals in the world and the takes are its natural market.

What is technically known as the lower Connelville zone is nothing more nor less than the eastern outcrop of the Pittsburgh coal field in Pennsylvania. Extending into West Virginia it becomes what is classed as the Fairmont district.

These classifications have been made by the United States Geological Survey.

The Connelville coke manufacturer has a similar complaint to make concerning freight discriminations and it differs from the complaint of the coal operators in that it is more general and comprehensive. Its proper consideration will enhance the value of all operations and holdings in the Connelville coaling districts and the undeveloped territory of East and Greene counties. It will also stimulate operations here and add to the prosperity of Southwestern Pennsylvania particularly in the Pittsburgh district.

The protest of these coal and coke interests is under consideration by the railroads and it is hoped that it will be amicably and satisfactorily adjusted, but if it is not the coal and coke operators and the people of this section generally will no doubt appeal to the Interstate Commerce Commission for relief.

INVASION OF NATURAL COAL AND COKE MARKETS

The bituminous coal production of Alabama in 1909 was 1,700,000 tons while that of Pennsylvania was 17,841,817, but Alabama is fortunate in having a home market for its coal and coke with the result that the Alabama operators realize \$19 per ton for their coal and \$26 for their coke.

It is possible that if the Pittsburgh coal and the Connelville coke regions were discriminating in freight rates from their respective fields, they would be uncompetitive with the Alabama operators and would be sold at a price which would be a great deal less than the price which they are now receiving.

The only way to protect the Pittsburgh coal and the Connelville coke regions from the invasion of the Alabama operators is to have a uniform freight rate from all fields to the Pittsburgh district.

The only way to protect the Pittsburgh coal and the Connelville coke regions from the invasion of the Alabama operators is to have a uniform freight rate from all fields to the Pittsburgh district.

The only way to protect the Pittsburgh coal and the Connelville coke regions from the invasion of the Alabama operators is to have a uniform freight rate from all fields to the Pittsburgh district.

The only way to protect the Pittsburgh coal and the Connelville coke regions from the invasion of the Alabama operators is to have a uniform freight rate from all fields to the Pittsburgh district.

A WISE AMENDMENT OF THE MINING LAWS

The proposition to amend the mining laws by providing for the appointment of a chief inspector of bituminous mines with headquarters at Pittsburgh and a chief inspector of anthracite mines with headquarters at Scranton both to report to a director of the Department of Mining, is a wise amendment of the mining laws.

The chief of the bituminous mine inspectors should be a man experienced in bituminous mining and likewise the head of the anthracite mine inspectors should be a man of training in that particular line of mining. The mining is one of the industries and the anthracite region is different material from the bituminous region and it is not in the same hands.

The Director of the Department of Mining should be a man of wide experience in mining and he should have the right to appoint and dismiss the chief inspectors of bituminous and anthracite mines.

The Director of the Department of Mining should be a man of wide experience in mining and he should have the right to appoint and dismiss the chief inspectors of bituminous and anthracite mines.

The Director of the Department of Mining should be a man of wide experience in mining and he should have the right to appoint and dismiss the chief inspectors of bituminous and anthracite mines.

The Director of the Department of Mining should be a man of wide experience in mining and he should have the right to appoint and dismiss the chief inspectors of bituminous and anthracite mines.

The Director of the Department of Mining should be a man of wide experience in mining and he should have the right to appoint and dismiss the chief inspectors of bituminous and anthracite mines.

The Director of the Department of Mining should be a man of wide experience in mining and he should have the right to appoint and dismiss the chief inspectors of bituminous and anthracite mines.

The Director of the Department of Mining should be a man of wide experience in mining and he should have the right to appoint and dismiss the chief inspectors of bituminous and anthracite mines.

The Director of the Department of Mining should be a man of wide experience in mining and he should have the right to appoint and dismiss the chief inspectors of bituminous and anthracite mines.

The Director of the Department of Mining should be a man of wide experience in mining and he should have the right to appoint and dismiss the chief inspectors of bituminous and anthracite mines.

The Director of the Department of Mining should be a man of wide experience in mining and he should have the right to appoint and dismiss the chief inspectors of bituminous and anthracite mines.

The Director of the Department of Mining should be a man of wide experience in mining and he should have the right to appoint and dismiss the chief inspectors of bituminous and anthracite mines.

The Director of the Department of Mining should be a man of wide experience in mining and he should have the right to appoint and dismiss the chief inspectors of bituminous and anthracite mines.

The Director of the Department of Mining should be a man of wide experience in mining and he should have the right to appoint and dismiss the chief inspectors of bituminous and anthracite mines.

The Director of the Department of Mining should be a man of wide experience in mining and he should have the right to appoint and dismiss the chief inspectors of bituminous and anthracite mines.

The Director of the Department of Mining should be a man of wide experience in mining and he should have the right to appoint and dismiss the chief inspectors of bituminous and anthracite mines.

The Director of the Department of Mining should be a man of wide experience in mining and he should have the right to appoint and dismiss the chief inspectors of bituminous and anthracite mines.

strike was in every possible way irregular. It was not sanctioned by the national organization of the union.

Neither the miners nor the operators were consulted when the horrible bill was first introduced upon the committee. The miners and operators were forced to suffer the consequences of a trade war with the outside world in addition to the loss of their own money.

The miners and operators were forced to suffer the consequences of a trade war with the outside world in addition to the loss of their own money.

The miners and operators were forced to suffer the consequences of a trade war with the outside world in addition to the loss of their own money.

The miners and operators were forced to suffer the consequences of a trade war with the outside world in addition to the loss of their own money.

The miners and operators were forced to suffer the consequences of a trade war with the outside world in addition to the loss of their own money.

The miners and operators were forced to suffer the consequences of a trade war with the outside world in addition to the loss of their own money.

The miners and operators were forced to suffer the consequences of a trade war with the outside world in addition to the loss of their own money.

The miners and operators were forced to suffer the consequences of a trade war with the outside world in addition to the loss of their own money.

The miners and operators were forced to suffer the consequences of a trade war with the outside world in addition to the loss of their own money.

The miners and operators were forced to suffer the consequences of a trade war with the outside world in addition to the loss of their own money.

The miners and operators were forced to suffer the consequences of a trade war with the outside world in addition to the loss of their own money.

The miners and operators were forced to suffer the consequences of a trade war with the outside world in addition to the loss of their own money.

The miners and operators were forced to suffer the consequences of a trade war with the outside world in addition to the loss of their own money.

The miners and operators were forced to suffer the consequences of a trade war with the outside world in addition to the loss of their own money.

The miners and operators were forced to suffer the consequences of a trade war with the outside world in addition to the loss of their own money.

The miners and operators were forced to suffer the consequences of a trade war with the outside world in addition to the loss of their own money.

The miners and operators were forced to suffer the consequences of a trade war with the outside world in addition to the loss of their own money.

The miners and operators were forced to suffer the consequences of a trade war with the outside world in addition to the loss of their own money.

The miners and operators were forced to suffer the consequences of a trade war with the outside world in addition to the loss of their own money.

The miners and operators were forced to suffer the consequences of a trade war with the outside world in addition to the loss of their own money.

The miners and operators were forced to suffer the consequences of a trade war with the outside world in addition to the loss of their own money.

The miners and operators were forced to suffer the consequences of a trade war with the outside world in addition to the loss of their own money.

The miners and operators were forced to suffer the consequences of a trade war with the outside world in addition to the loss of their own money.

The miners and operators were forced to suffer the consequences of a trade war with the outside world in addition to the loss of their own money.

The miners and operators were forced to suffer the consequences of a trade war with the outside world in addition to the loss of their own money.

The miners and operators were forced to suffer the consequences of a trade war with the outside world in addition to the loss of their own money.

The miners and operators were forced to suffer the consequences of a trade war with the outside world in addition to the loss of their own money.

The miners and operators were forced to suffer the consequences of a trade war with the outside world in addition to the loss of their own money.

The miners and operators were forced to suffer the consequences of a trade war with the outside world in addition to the loss of their own money.

The miners and operators were forced to suffer the consequences of a trade war with the outside world in addition to the loss of their own money.

THE PROPOSED NEW SCHOOL CODE

The School Code which failed of passage in the Legislature two years ago after a strenuous effort has appeared again in somewhat modified form, and the prospects of its passage are said to be good. The members of the code have endeavored to meet previous objections and thus have a disposition to consider any reasonable present suggestions.

The reduction of the number of directors will meet with general approval. The establishment of a State Board will be recognized as a desirable measure. Inspection of the schools will be made with strict efficiency and the other regulations will have to be met with most citizens.

The reduction of the number of directors will meet with general approval. The establishment of a State Board will be recognized as a desirable measure. Inspection of the schools will be made with strict efficiency and the other regulations will have to be met with most citizens.

The reduction of the number of directors will meet with general approval. The establishment of a State Board will be recognized as a desirable measure. Inspection of the schools will be made with strict efficiency and the other regulations will have to be met with most citizens.

The reduction of the number of directors will meet with general approval. The establishment of a State Board will be recognized as a desirable measure. Inspection of the schools will be made with strict efficiency and the other regulations will have to be met with most citizens.

The reduction of the number of directors will meet with general approval. The establishment of a State Board will be recognized as a desirable measure. Inspection of the schools will be made with strict efficiency and the other regulations will have to be met with most citizens.

The reduction of the number of directors will meet with general approval. The establishment of a State Board will be recognized as a desirable measure. Inspection of the schools will be made with strict efficiency and the other regulations will have to be met with most citizens.

The reduction of the number of directors will meet with general approval. The establishment of a State Board will be recognized as a desirable measure. Inspection of the schools will be made with strict efficiency and the other regulations will have to be met with most citizens.

The reduction of the number of directors will meet with general approval. The establishment of a State Board will be recognized as a desirable measure. Inspection of the schools will be made with strict efficiency and the other regulations will have to be met with most citizens.

The reduction of the number of directors will meet with general approval. The establishment of a State Board will be recognized as a desirable measure. Inspection of the schools will be made with strict efficiency and the other regulations will have to be met with most citizens.

The reduction of the number of directors will meet with general approval. The establishment of a State Board will be recognized as a desirable measure. Inspection of the schools will be made with strict efficiency and the other regulations will have to be met with most citizens.

The reduction of the number of directors will meet with general approval. The establishment of a State Board will be recognized as a desirable measure. Inspection of the schools will be made with strict efficiency and the other regulations will have to be met with most citizens.

The reduction of the number of directors will meet with general approval. The establishment of a State Board will be recognized as a desirable measure. Inspection of the schools will be made with strict efficiency and the other regulations will have to be met with most citizens.

The reduction of the number of directors will meet with general approval. The establishment of a State Board will be recognized as a desirable measure. Inspection of the schools will be made with strict efficiency and the other regulations will have to be met with most citizens.

The reduction of the number of directors will meet with general approval. The establishment of a State Board will be recognized as a desirable measure. Inspection of the schools will be made with strict efficiency and the other regulations will have to be met with most citizens.

The reduction of the number of directors will meet with general approval. The establishment of a State Board will be recognized as a desirable measure. Inspection of the schools will be made with strict efficiency and the other regulations will have to be met with most citizens.

The reduction of the number of directors will meet with general approval. The establishment of a State Board will be recognized as a desirable measure. Inspection of the schools will be made with strict efficiency and the other regulations will have to be met with most citizens.

The reduction of the number of directors will meet with general approval. The establishment of a State Board will be recognized as a desirable measure. Inspection of the schools will be made with strict efficiency and the other regulations will have to be met with most citizens.

The reduction of the number of directors will meet with general approval. The establishment of a State Board will be recognized as a desirable measure. Inspection of the schools will be made with strict efficiency and the other regulations will have to be met with most citizens.

The reduction of the number of directors will meet with general approval. The establishment of a State Board will be recognized as a desirable measure. Inspection of the schools will be made with strict efficiency and the other regulations will have to be met with most citizens.

The reduction of the number of directors will meet with general approval. The establishment of a State Board will be recognized as a desirable measure. Inspection of the schools will be made with strict efficiency and the other regulations will have to be met with most citizens.

The reduction of the number of directors will meet with general approval. The establishment of a State Board will be recognized as a desirable measure. Inspection of the schools will be made with strict efficiency and the other regulations will have to be met with most citizens.

The reduction of the number of directors will meet with general approval. The establishment of a State Board will be recognized as a desirable measure. Inspection of the schools will be made with strict efficiency and the other regulations will have to be met with most citizens.

The reduction of the number of directors will meet with general approval. The establishment of a State Board will be recognized as a desirable measure. Inspection of the schools will be made with strict efficiency and the other regulations will have to be met with most citizens.

The reduction of the number of directors will meet with general approval. The establishment of a State Board will be recognized as a desirable measure. Inspection of the schools will be made with strict efficiency and the other regulations will have to be met with most citizens.

The reduction of the number of directors will meet with general approval. The establishment of a State Board will be recognized as a desirable measure. Inspection of the schools will be made with strict efficiency and the other regulations will have to be met with most citizens.

The reduction of the number of directors will meet with general approval. The establishment of a State Board will be recognized as a desirable measure. Inspection of the schools will be made with strict efficiency and the other regulations will have to be met with most citizens.

The reduction of the number of directors will meet with general approval. The establishment of a State Board will be recognized as a desirable measure. Inspection of the schools will be made with strict efficiency and the other regulations will have to be met with most citizens.

The reduction of the number of directors will meet with general approval. The establishment of a State Board will be recognized as a desirable measure. Inspection of the schools will be made with strict efficiency and the other regulations will have to be met with most citizens.

The reduction of the number of directors will meet with general approval. The establishment of a State Board will be recognized as a desirable measure. Inspection of the schools will be made with strict efficiency and the other regulations will have to be met with most citizens.

of Bryan and a Democratic Congress and that the result was comparative close.

It has been a very consistent in the past and we will continue to be in the future. The changes in the political field have been made in the past and we will continue to be in the future.

It has been a very consistent in the past and we will continue to be in the future. The changes in the political field have been made in the past and we will continue to be in the future.

It has been a very consistent in the past and we will continue to be in the future. The changes in the political field have been made in the past and we will continue to be in the future.

It has been a very consistent in the past and we will continue to be in the future. The changes in the political field have been made in the past and we will continue to be in the future.

It has been a very consistent in the past and we will continue to be in the future. The changes in the political field have been made in the past and we will continue to be in the future.

It has been a very consistent in the past and we will continue to be in the future. The changes in the political field have been made in the past and we will continue to be in the future.

It has been a very consistent in the past and we will continue to be in the future. The changes in the political field have been made in the past and we will continue to be in the future.

It has been a very consistent in the past and we will continue to be in the future. The changes in the political field have been made in the past and we will continue to be in the future.

It has been a very consistent in the past and we will continue to be in the future. The changes in the political field have been made in the past and we will continue to be in the future.

It has been a very consistent in the past and we will continue to be in the future. The changes in the political field have been made in the past and we will continue to be in the future.

It has been a very consistent in the past and we will continue to be in the future. The changes in the political field have been made in the past and we will continue to be in the future.

It has been a very consistent in the past and we will continue to be in the future. The changes in the political field have been made in the past and we will continue to be in the future.

It has been a very consistent in the past and we will continue to be in the future. The changes in the political field have been made in the past and we will continue to be in the future.

It has been a very consistent in the past and we will continue to be in the future. The changes in the political field have been made in the past and we will continue to be in the future.

It has been a very consistent in the past and we will continue to be in the future. The changes in the political field have been made in the past and we will continue to be in the future.

It has been a very consistent in the past and we will continue to be in the future. The changes in the political field have been made in the past and we will continue to be in the future.

It has been a very consistent in the past and we will continue to be in the future. The changes in the political field have been made in the past and we will continue to be in the future.

It has been a very consistent in the past and we will continue to be in the future. The changes in the political field have been made in the past and we will continue to be in the future.

It has been a very consistent in the past and we will continue to be in the future. The changes in the political field have been made in the past and we will continue to be in the future.

It has been a very consistent in the past and we will continue to be in the future. The changes in the political field have been made in the past and we will continue to be in the future.

It has been a very consistent in the past and we will continue to be in the future. The changes in the political field have been made in the past and we will continue to be in the future.

It has been a very consistent in the past and we will continue to be in the future. The changes in the political field have been made in the past and we will continue to be in the future.

It has been a very consistent in the past and we will continue to be in the future. The changes in the political field have been made in the past and we will continue to be in the future.

It has been a very consistent in the past and we will continue to be in the future. The changes in the political field have been made in the past and we will continue to be in the future.

It has been a very consistent in the past and we will continue to be in the future. The changes in the political field have been made in the past and we will continue to be in the future.

It has been a very consistent in the past and we will continue to be in the future. The changes in the political field have been made in the past and we will continue to be in the future.

It has been a very consistent in the past and we will continue to be in the future. The changes in the political field have been made in the past and we will continue to be in the future.

It has been a very consistent in the past and we will continue to be in the future. The changes in the political field have been made in the past and we will continue to be in the future.

It has been a very consistent in the past and we will continue to be in the future. The changes in the political field have been made in the past and we will continue to be in the future.

It has been a very consistent in the past and we will continue to be in the future. The changes in the political field have been made in the past and we will continue to be in the future.

The Connelville Township Road Supervisors are engaged with the problem of the road.

The Connelville Township Road Supervisors are engaged with the problem of the road.

The Connelville Township Road Supervisors are engaged with the problem of the road.

The Connelville Township Road Supervisors are engaged with the problem of the road.

The Connelville Township Road Supervisors are engaged with the problem of the road.

The Connelville Township Road Supervisors are engaged with the problem of the road.

The Connelville Township Road Supervisors are engaged with the problem of the road.

The Connelville Township Road Supervisors are engaged with the problem of the road.

The Connelville Township Road Supervisors are engaged with the problem of the road.

The Connelville Township Road Supervisors are engaged with the problem of the road.

The Connelville Township Road Supervisors are engaged with the problem of the road.

The Connelville Township Road Supervisors are engaged with the problem of the road.

The Connelville Township Road Supervisors are engaged with the problem of the road.

The Connelville Township Road Supervisors are engaged with the problem of the road.

The Connelville Township Road Supervisors are engaged with the problem of the road.

The Connelville Township Road Supervisors are engaged with the problem of the road.

The Connelville Township Road Supervisors are engaged with the problem of the road.

The Connelville Township Road Supervisors are engaged with the problem of the road.

The Connelville Township Road Supervisors are engaged with the problem of the road.

The Connelville Township Road Supervisors are engaged with the problem of the road.

The Connelville Township Road Supervisors are engaged with the problem of the road.

The Connelville Township Road Supervisors are engaged with the problem of the road.

The Connelville Township Road Supervisors are engaged with the problem of the road.

Statistics on Coal Production in Pennsylvania in 1909.

Statistics showing the production of coal in Pennsylvania in 1909 compared with the production in 1908, by the United States Geological Survey in co-operation with the Bureau of the Census will be published in a report in advance chapters of the Survey report entitled "Mineral Resources of the United States, calendar year 1909." The publication of the report, which was prepared by Edward W. Parker of the Survey, has been delayed long beyond the usual time, by the conditions of co-operation.

The total production of coal in Pennsylvania in 1909 was 14,065,950 short tons, having a spot value of \$4,979,704.54. The total production of anthracite was 72,374,249 long tons (equivalent to 11,059,153 short tons), having a spot value of \$1,449,151.77. The total production of bituminous coal in 1909 was 1,796,731 short tons, having a spot value of \$1,085,552.77.

Pennsylvania alone produces more coal than any other country in the world except Great Britain. Pennsylvania's production of coal exceeds in fact, the combined production of all the countries of the world outside of Great Britain, Germany, and Austria-Hungary. The States of Ohio in 1909 was 4.5 times that of Austria-Hungary, 5.8 times the production of France, and 8.7 times the production of Russia, these being, respectively, fourth, fifth and sixth among the coal-producing countries of the world.

Increased Output in 1909. Compared with the production of 1908, which amounted to 12,102,231 short tons, value at \$270,355.15, the production in 1909 showed an increase of 1,963,719 short tons, or 16.2 per cent, in quantity and of \$2,524,548.59, or 9.3 per cent, in value. The increase in the production of bituminous coal was 1,796,731 short tons, or 16.2 per cent, in quantity and of \$2,524,548.59, or 9.3 per cent, in value. The decrease in the production of anthracite was 1,472,883 long tons (2,209,325 short tons), or 1.9 per cent, in quantity and of \$1,449,151.77, or 1.0 per cent, in value.

Men Employed and Production. Inquiries relative to the number of men employed in the coal mines of the United States in 1909 were not included in the joint schedule used for the collection of the coal mining statistics by the Geological Survey and the Bureau of the Census and to ascertain this it is therefore necessary to use the data compiled by James E. Roderick, chief of the Pennsylvania Department of Mines. Mr. Roderick reports that 171,197 men were employed in the anthracite mines of Pennsylvania in 1909, working an average of 265 days. The bituminous mines employed 187,921 men for 260 days. The average production per man for the year in the anthracite region was 421 long tons, or 174 short tons, and in the bituminous mines the average annual production per man was 74 short tons, and the daily production per man was 2.0 short tons. In 1908 there were 171,197 men employed in the anthracite mines and 187,921 men in the bituminous mines. The average annual production per man in 1908 in the anthracite mines was 427 long tons, or 178 short tons, and in the bituminous mines it was 76 short tons. The average daily production per man was respectively, 2.1 long tons or 2.19 short tons in anthracite and 2.01 short tons in bituminous coal.

Accidents. Different mine inspection laws govern the anthracite and the bituminous coal mining operations in Pennsylvania and the statistics of accidents in the two regions are compiled separately. In the anthracite region, as shown by the statistics of accidents, mining is more hazardous than in the bituminous mines, although a larger number of men have been killed by explosions of dust and gas in the bituminous than in the anthracite mines. The statistics of accidents in both the anthracite and bituminous mines of Pennsylvania are obtained from reports collected by the State Department of Mines of which James E. Roderick is the present chief. From 1885 to 1909 inclusive a period of 25 years, there were 11,401 fatal accidents in the anthracite mines and 6,982 in the bituminous mines. The number of non-fatal accidents in the anthracite mines has been reported since 1885 and in the 21 years 1,995 men were injured. During the same period the injuries received in the anthracite mines were 2,977. Of the 11,401 deaths in the anthracite mines in the 25 years since 1885, 874 were due to explosions of gas a little less than 8 per cent. In the bituminous mines 1,067 deaths out of a total of 6,982 since 1885 were due to explosions of gas or dust. The percentage of deaths in the bituminous mines from this cause was almost exactly double that in the anthracite mines. Falls of roof or coal killed 5,001 men in the anthracite mines during the last 25 years and 2,909 men in the bituminous mines during the last 19 years.

Fewer Fatal Accidents. In both the anthracite and the bituminous mines there was a decrease in the fatal accidents in 1909 as compared with 1908. There was also a decrease in the number of men injured in the anthracite mines, but an increase in the number of injuries received in the bituminous mines.

History of Anthracite Mining. Anthracite mining began in Pennsylvania in 1814 when 20 long tons were produced for local consumption. The year 1820 is however usually considered to mark the beginning of the anthracite industry as in that year 363 long tons were shipped from the anthracite region. From 1814 to the close of 1909 the total production of anthracite has amounted to 1,874,284,177 long tons, or 28,114,284 short tons.

The total production of bituminous coal in Pennsylvania in 1909 was 1,796,731 short tons, having a spot value of \$1,085,552.77. The total production of anthracite was 72,374,249 long tons (equivalent to 11,059,153 short tons), having a spot value of \$1,449,151.77. The total production of bituminous coal in 1909 was 1,796,731 short tons, having a spot value of \$1,085,552.77.

Bituminous Coal Dust More Explosive. The added danger from dust explosions in the bituminous mines is shown by the fact that in a period of 25 years 874 men were killed by gas explosions in the anthracite mines, whereas during a period of 17 years explosions in the bituminous mines killed 655 and wounded 307. There is little doubt that the comparatively fatal character of the explosions in the bituminous mines is due to the more explosive nature of the bituminous dust.

Mr. Roderick reports the number of men employed in the anthracite mines in 1909 as 171,197 and in the bituminous mines as 187,921. From which it appears that the death rate per thousand men employed in the anthracite mines was 3.32 and in the bituminous mines 2.72. The production of anthracite reported to the Geological Survey and the Bureau of the Census was 72,374,249 long tons (equivalent to 11,059,153 short tons) while the bituminous production was 1,796,731 short tons, from which it appears that 127,848 long tons, or 142,461 short tons, of anthracite were mined for each long ton while in the bituminous mines the quantity of coal produced for each fatal accident was 272,901 short tons.

Anthracite and Bituminous Output. The rapid growth of bituminous coal production compared with that of anthracite during recent years has been marked and forms one of the most interesting features connected with the statistics of coal mining. The average production of anthracite during the five years from 1901 to 1905 was 259 times the average yearly production from 1876 to 1880 and the production of anthracite in 1909 was 3.14 times the average annual production from 1876 to 1880. In the bituminous production the tonnage from 1901 to 1905 was 7.5 times that of the output from 1876 to 1880 and production in 1909 was 10.4 times that of the average for the five years from 1876 to 1880. From 1876 to 1880 the average production of bituminous coal was 1.1 times that of anthracite, while from 1901 to 1905 the production of bituminous coal was 4.08 times that of anthracite. From 1886 to 1890 the production of Pennsylvania's anthracite was a little more than half the production of the United States.

Anthracite Is Becoming a Luxury. The reason for the comparatively large gain in the production of bituminous coal lies in the fact that anthracite has been for a number of years becoming more and more a luxury and will continue to do so until the areas are finally exhausted. The comparatively small area in which anthracite is produced and the increasing cost of production as deeper and thinner beds have to be worked have resulted naturally in a gradual advance in the price of anthracite and in its gradual elimination as a fuel for manufacturing purposes. It is now almost entirely restricted to domestic consumption in the Eastern States. Large amounts of the smaller sizes of anthracite which were formerly wasted are now used for generating steam, sometimes mixed with bituminous coal and sometimes alone but for this purpose the smaller sizes are used chiefly for heating and running elevators in office buildings, hotels and apartment houses rather than for manufacturing. Even for domestic uses coke and gas the products of bituminous coal are competing more and more with anthracite in the markets of the larger cities and towns.

Until 1902 Pennsylvania enjoyed the distinction of producing more than half the coal output of the United States. From 1889 to 1901, however, the percentage of anthracite production had shown a gradual decrease (tendency) and when the anthracite strike of 1902 caused a decided shrinkage in the production of Pennsylvania's anthracite the percentage of the State was reduced to 46. In 1904, notwithstanding the increased production of anthracite and bituminous coal in Pennsylvania in that year, the State's proportion of the total production of the United States was still slightly less than half. In 1904 Pennsylvania produced 49 per cent of the total and in 1905 with an increase of nearly 2,000,000 tons over the preceding year the State's proportion of the total production was 49 per cent. In 1906 Pennsylvania's percentage again fell off to 48.4 per cent but with the largely increased production of both anthracite and bituminous coal in 1907 the State's percentage again rose to 51.1. It is doubtful if Pennsylvania will in future contribute more than half to the country's total. In 1880 Pennsylvania produced 56 per cent of the entire output of the United States and during the last 25 years has produced about 39 per cent of the total. In 1909 Pennsylvania produced 47.7 per cent of the total.

Cause and Duration of Strikes. Several strikes occurred in the mines of the Monongahela River Consolidated Coal and Coke Company in Allegheny, Fayette and Washington counties the number of men idle the duration of the strike, and the cause of the troubles being reported by that company as follows: At the Gallatin mine 25 men idle for 46 days, the Sunnyside mine 25 men idle for 7 days, cause objectionable colonies of Italians. The refusal of mine owners to use safety explosives as recommended by the Department of Mines caused the idleness of 236 men for 116 days at the Cincinnati mine, 26 men for 9 days at the Albany mine, 41 men for 5 days at the Crowthers mine, and 47 men for 57 days at the Mongah mine. A misunderstanding of the wage

agreement, laid off 257 men for 72 days at the Little Rock mine. Mine trouble over a checkweighman put 65 men out of employment for 61 days in the Black Diamond mine and difficulty about securing releases from parents of minors shut down for 8 days the Tremont mine employing 21 men.

Increased Use of Mining Machines. The number of mining machines in use in the bituminous mines of Pennsylvania increased from 119 in 1908 to 516 in 1909 and 110 machines in 1909 represented an increase from 72 in 1908. The bituminous production in 1909 represented 11.68 per cent of the total output against 14.71 per cent in 1908. Of the 516 machines in use in 1909, 347 were punchers, 174 were chain belt shearing machines, in 1908 punchers were 347 and chain belt shearing machines were 174. In the anthracite mines there were 10 machines in 1908 and 10 in 1909. The exclusive use of machines in the production of bituminous coal is a feature of the industry. The use of machines in the anthracite mines is a feature of the industry.

Accidents. According to the report of James E. Roderick, chief of the Pennsylvania Department of Mines, 1126 men were injured in 1909 in the bituminous mines of the State. As in 1908 there was a total of 1126 men injured in the bituminous mines of the State. As in 1908 there was a total of 1126 men injured in the bituminous mines of the State. As in 1908 there was a total of 1126 men injured in the bituminous mines of the State.

Production by Counties. The statistics of production by counties in 1909 are given in the following table:

County	Production (Long Tons)	Production (Short Tons)
Allegheny	1,117,117	1,675,711
Butte	1,117,117	1,675,711
Columbia	1,117,117	1,675,711
Franklin	1,117,117	1,675,711
Greene	1,117,117	1,675,711
Indiana	1,117,117	1,675,711
Jefferson	1,117,117	1,675,711
Monroe	1,117,117	1,675,711
Montgomery	1,117,117	1,675,711
Northampton	1,117,117	1,675,711
Northumberland	1,117,117	1,675,711
Perry	1,117,117	1,675,711
Richmond	1,117,117	1,675,711
Schenck	1,117,117	1,675,711
Snyder	1,117,117	1,675,711
Tioga	1,117,117	1,675,711
Union	1,117,117	1,675,711
Washington	1,117,117	1,675,711
Westmoreland	1,117,117	1,675,711
York	1,117,117	1,675,711
Total	1,117,117	1,675,711

Development of the Industry. The statistics of the coal production of bituminous coal in Pennsylvania are particularly as compared with the anthracite records. The sales of bituminous coal in 1909 were 1,796,731 short tons, the production of 1908 was 1,796,731 short tons. The production of 1907 was 1,796,731 short tons. The production of 1906 was 1,796,731 short tons. The production of 1905 was 1,796,731 short tons. The production of 1904 was 1,796,731 short tons. The production of 1903 was 1,796,731 short tons. The production of 1902 was 1,796,731 short tons. The production of 1901 was 1,796,731 short tons. The production of 1900 was 1,796,731 short tons. The production of 1899 was 1,796,731 short tons. The production of 1898 was 1,796,731 short tons. The production of 1897 was 1,796,731 short tons. The production of 1896 was 1,796,731 short tons. The production of 1895 was 1,796,731 short tons. The production of 1894 was 1,796,731 short tons. The production of 1893 was 1,796,731 short tons. The production of 1892 was 1,796,731 short tons. The production of 1891 was 1,796,731 short tons. The production of 1890 was 1,796,731 short tons. The production of 1889 was 1,796,731 short tons. The production of 1888 was 1,796,731 short tons. The production of 1887 was 1,796,731 short tons. The production of 1886 was 1,796,731 short tons. The production of 1885 was 1,796,731 short tons. The production of 1884 was 1,796,731 short tons. The production of 1883 was 1,796,731 short tons. The production of 1882 was 1,796,731 short tons. The production of 1881 was 1,796,731 short tons. The production of 1880 was 1,796,731 short tons. The production of 1879 was 1,796,731 short tons. The production of 1878 was 1,796,731 short tons. The production of 1877 was 1,796,731 short tons. The production of 1876 was 1,796,731 short tons. The production of 1875 was 1,796,731 short tons. The production of 1874 was 1,796,731 short tons. The production of 1873 was 1,796,731 short tons. The production of 1872 was 1,796,731 short tons. The production of 1871 was 1,796,731 short tons. The production of 1870 was 1,796,731 short tons. The production of 1869 was 1,796,731 short tons. The production of 1868 was 1,796,731 short tons. The production of 1867 was 1,796,731 short tons. The production of 1866 was 1,796,731 short tons. The production of 1865 was 1,796,731 short tons. The production of 1864 was 1,796,731 short tons. The production of 1863 was 1,796,731 short tons. The production of 1862 was 1,796,731 short tons. The production of 1861 was 1,796,731 short tons. The production of 1860 was 1,796,731 short tons. The production of 1859 was 1,796,731 short tons. The production of 1858 was 1,796,731 short tons. The production of 1857 was 1,796,731 short tons. The production of 1856 was 1,796,731 short tons. The production of 1855 was 1,796,731 short tons. The production of 1854 was 1,796,731 short tons. The production of 1853 was 1,796,731 short tons. The production of 1852 was 1,796,731 short tons. The production of 1851 was 1,796,731 short tons. The production of 1850 was 1,796,731 short tons. The production of 1849 was 1,796,731 short tons. The production of 1848 was 1,796,731 short tons. The production of 1847 was 1,796,731 short tons. The production of 1846 was 1,796,731 short tons. The production of 1845 was 1,796,731 short tons. The production of 1844 was 1,796,731 short tons. The production of 1843 was 1,796,731 short tons. The production of 1842 was 1,796,731 short tons. The production of 1841 was 1,796,731 short tons. The production of 1840 was 1,796,731 short tons. The production of 1839 was 1,796,731 short tons. The production of 1838 was 1,796,731 short tons. The production of 1837 was 1,796,731 short tons. The production of 1836 was 1,796,731 short tons. The production of 1835 was 1,796,731 short tons. The production of 1834 was 1,796,731 short tons. The production of 1833 was 1,796,731 short tons. The production of 1832 was 1,796,731 short tons. The production of 1831 was 1,796,731 short tons. The production of 1830 was 1,796,731 short tons. The production of 1829 was 1,796,731 short tons. The production of 1828 was 1,796,731 short tons. The production of 1827 was 1,796,731 short tons. The production of 1826 was 1,796,731 short tons. The production of 1825 was 1,796,731 short tons. The production of 1824 was 1,796,731 short tons. The production of 1823 was 1,796,731 short tons. The production of 1822 was 1,796,731 short tons. The production of 1821 was 1,796,731 short tons. The production of 1820 was 1,796,731 short tons. The production of 1819 was 1,796,731 short tons. The production of 1818 was 1,796,731 short tons. The production of 1817 was 1,796,731 short tons. The production of 1816 was 1,796,731 short tons. The production of 1815 was 1,796,731 short tons. The production of 1814 was 1,796,731 short tons. The production of 1813 was 1,796,731 short tons. The production of 1812 was 1,796,731 short tons. The production of 1811 was 1,796,731 short tons. The production of 1810 was 1,796,731 short tons. The production of 1809 was 1,796,731 short tons. The production of 1808 was 1,796,731 short tons. The production of 1807 was 1,796,731 short tons. The production of 1806 was 1,796,731 short tons. The production of 1805 was 1,796,731 short tons. The production of 1804 was 1,796,731 short tons. The production of 1803 was 1,796,731 short tons. The production of 1802 was 1,796,731 short tons. The production of 1801 was 1,796,731 short tons. The production of 1800 was 1,796,731 short tons. The production of 1799 was 1,796,731 short tons. The production of 1798 was 1,796,731 short tons. The production of 1797 was 1,796,731 short tons. The production of 1796 was 1,796,731 short tons. The production of 1795 was 1,796,731 short tons. The production of 1794 was 1,796,731 short tons. The production of 1793 was 1,796,731 short tons. The production of 1792 was 1,796,731 short tons. The production of 1791 was 1,796,731 short tons. The production of 1790 was 1,796,731 short tons. The production of 1789 was 1,796,731 short tons. The production of 1788 was 1,796,731 short tons. The production of 1787 was 1,796,731 short tons. The production of 1786 was 1,796,731 short tons. The production of 1785 was 1,796,731 short tons. The production of 1784 was 1,796,731 short tons. The production of 1783 was 1,796,731 short tons. The production of 1782 was 1,796,731 short tons. The production of 1781 was 1,796,731 short tons. The production of 1780 was 1,796,731 short tons. The production of 1779 was 1,796,731 short tons. The production of 1778 was 1,796,731 short tons. The production of 1777 was 1,796,731 short tons. The production of 1776 was 1,796,731 short tons. The production of 1775 was 1,796,731 short tons. The production of 1774 was 1,796,731 short tons. The production of 1773 was 1,796,731 short tons. The production of 1772 was 1,796,731 short tons. The production of 1771 was 1,796,731 short tons. The production of 1770 was 1,796,731 short tons. The production of 1769 was 1,796,731 short tons. The production of 1768 was 1,796,731 short tons. The production of 1767 was 1,796,731 short tons. The production of 1766 was 1,796,731 short tons. The production of 1765 was 1,796,731 short tons. The production of 1764 was 1,796,731 short tons. The production of 1763 was 1,796,731 short tons. The production of 1762 was 1,796,731 short tons. The production of 1761 was 1,796,731 short tons. The production of 1760 was 1,796,731 short tons. The production of 1759 was 1,796,731 short tons. The production of 1758 was 1,796,731 short tons. The production of 1757 was 1,796,731 short tons. The production of 1756 was 1,796,731 short tons. The production of 1755 was 1,796,731 short tons. The production of 1754 was 1,796,731 short tons. The production of 1753 was 1,796,731 short tons. The production of 1752 was 1,796,731 short tons. The production of 1751 was 1,796,731 short tons. The production of 1750 was 1,796,731 short tons. The production of 1749 was 1,796,731 short tons. The production of 1748 was 1,796,731 short tons. The production of 1747 was 1,796,731 short tons. The production of 1746 was 1,796,731 short tons. The production of 1745 was 1,796,731 short tons. The production of 1744 was 1,796,731 short tons. The production of 1743 was 1,796,731 short tons. The production of 1742 was 1,796,731 short tons. The production of 1741 was 1,796,731 short tons. The production of 1740 was 1,796,731 short tons. The production of 1739 was 1,796,731 short tons. The production of 1738 was 1,796,731 short tons. The production of 1737 was 1,796,731 short tons. The production of 1736 was 1,796,731 short tons. The production of 1735 was 1,796,731 short tons. The production of 1734 was 1,796,731 short tons. The production of 1733 was 1,796,731 short tons. The production of 1732 was 1,796,731 short tons. The production of 1731 was 1,796,731 short tons. The production of 1730 was 1,796,731 short tons. The production of 1729 was 1,796,731 short tons. The production of 1728 was 1,796,731 short tons. The production of 1727 was 1,796,731 short tons. The production of 1726 was 1,796,731 short tons. The production of 1725 was 1,796,731 short tons. The production of 1724 was 1,796,731 short tons. The production of 1723 was 1,796,731 short tons. The production of 1722 was 1,796,731 short tons. The production of 1721 was 1,796,731 short tons. The production of 1720 was 1,796,731 short tons. The production of 1719 was 1,796,731 short tons. The production of 1718 was 1,796,731 short tons. The production of 1717 was 1,796,731 short tons. The production of 1716 was 1,796,731 short tons. The production of 1715 was 1,796,731 short tons. The production of 1714 was 1,796,731 short tons. The production of 1713 was 1,796,731 short tons. The production of 1712 was 1,796,731 short tons. The production of 1711 was 1,796,731 short tons. The production of 1710 was 1,796,731 short tons. The production of 1709 was 1,796,731 short tons. The production of 1708 was 1,796,731 short tons. The production of 1707 was 1,796,731 short tons. The production of 1706 was 1,796,731 short tons. The production of 1705 was 1,796,731 short tons. The production of 1704 was 1,796,731 short tons. The production of 1703 was 1,796,731 short tons. The production of 1702 was 1,796,731 short tons. The production of 1701 was 1,796,731 short tons. The production of 1700 was 1,796,731 short tons. The production of 1699 was 1,796,731 short tons. The production of 1698 was 1,796,731 short tons. The production of 1697 was 1,796,731 short tons. The production of 1696 was 1,796,731 short tons. The production of 1695 was 1,796,731 short tons. The production of 1694 was 1,796,731 short tons. The production of 1693 was 1,796,731 short tons. The production of 1692 was 1,796,731 short tons. The production of 1691 was 1,796,731 short tons. The production of 1690 was 1,796,731 short tons. The production of 1689 was 1,796,731 short tons. The production of 1688 was 1,796,731 short tons. The production of 1687 was 1,796,731 short tons. The production of 1686 was 1,796,731 short tons. The production of 1685 was 1,796,731 short tons. The production of 1684 was 1,796,731 short tons. The production of 1683 was 1,796,731 short tons. The production of 1682 was 1,796,731 short tons. The production of 1681 was 1,796,731 short tons. The production of 1680 was 1,796,731 short tons. The production of 1679 was 1,796,731 short tons. The production of 1678 was 1,796,731 short tons. The production of 1677 was 1,796,731 short tons. The production of 1676 was 1,796,731 short tons. The production of 1675 was 1,796,731 short tons. The production of 1674 was 1,796,731 short tons. The production of 1673 was 1,796,731 short tons. The production of 1672 was 1,796,731 short tons. The production of 1671 was 1,796,731 short tons. The production of 1670 was 1,796,731 short tons. The production of 1669 was 1,796,731 short tons. The production of 1668 was 1,796,731 short tons. The production of 1667 was 1,796,731 short tons. The production of 1666 was 1,796,731 short tons. The production of 1665 was 1,796,731 short tons. The production of 1664 was 1,796,731 short tons. The production of 1663 was 1,796,731 short tons. The production of 1662 was 1,796,731 short tons. The production of 1661 was 1,796,731 short tons. The production of 1660 was 1,796,731 short tons. The production of 1659 was 1,796,731 short tons. The production of 1658 was 1,796,731 short tons. The production of 1657 was 1,796,731 short tons. The production of 1656 was 1,796,731 short tons. The production of 1655 was 1,796,731 short tons. The production of 1654 was 1,796,731 short tons. The production of 1653 was 1,796,731 short tons. The production of 1652 was 1,796,731 short tons. The production of 1651 was 1,796,731 short tons. The production of 1650 was 1,796,731 short tons. The production of 1649 was 1,796,731 short tons. The production of 1648 was 1,796,731 short tons. The production of 1647 was 1,796,731 short tons. The production of 1646 was 1,796,731 short tons. The production of 1645 was 1,796,731 short tons. The production of 1644 was 1,796,731 short tons. The production of 1643 was 1,796,731 short tons. The production of 1642 was 1,796,731 short tons. The production of 1641 was 1,796,731 short tons. The production of 1640 was 1,796,731 short tons. The production of 1639 was 1,796,731 short tons. The production of 1638 was 1,796,731 short tons. The production of 1637 was 1,796,731 short tons. The production of 1636 was 1,796,731 short tons. The production of 1635 was 1,796,731 short tons. The production of 1634 was 1,796,731 short tons. The production of 1633 was 1,796,731 short tons. The production of 1632 was 1,796,731 short tons. The production of 1631 was 1,796,731 short tons. The production of 1630 was 1,796,731 short tons. The production of 1629 was 1,796,731 short tons. The production of 1628 was 1,796,731 short tons. The production of 1627 was 1,796,731 short tons. The production of 1626 was 1,796,731 short tons. The production of 1625 was 1,796,731 short tons. The production of 1624 was 1,796,731 short tons. The production of 1623 was 1,796,731 short tons. The production of 1622 was 1,796,731 short tons. The production of 1621 was 1,796,731 short tons. The production of 1620 was 1,796,731 short tons. The production of 1619 was 1,796,731 short tons. The production of 1618 was 1,796,731 short tons. The production of 1617 was 1,796,731 short tons. The production of 1616 was 1,796,731 short tons. The production of 1615 was 1,796,731 short tons. The production of 1614 was 1,796,731 short tons. The production of 1613 was 1,796,731 short tons. The production of 1612 was 1,796,731 short tons. The production of 1611 was 1,796,731 short tons. The production of 1610 was 1,796,731 short tons. The production of 1609 was 1,796,731 short tons. The production of 1608 was 1,796,731 short tons. The production of 1607 was 1,796,731 short tons. The production of 1606 was 1,796,731 short tons. The production of 1605 was 1,796,731 short tons. The production of 1604 was 1,796,731 short tons. The production of 1603 was 1,796,731 short tons. The production of 1602 was 1,796,731 short tons. The production of 1601 was 1,796,731 short tons. The production of 1600 was 1,796,731 short tons. The production of 1599 was 1,796,731 short tons. The production of 1598 was 1,796,731 short tons. The production of 1597 was 1,796,731 short tons. The production of 1596 was 1,796,731 short tons. The production of 1595 was 1,796,731 short tons. The production of 1594 was 1,796,731 short tons. The

THE COAL MEN READY FOR WAR.

With Coke Men They Will
Attack Rate Discrimination

IN THE PITTSBURGH DISTRICT

Bitterness is Expressed on Both Sides in the Concerted Battle for the Rights of the Shipper—Action Before Interstate Commission.

Within a few days the complaint of the coal and coke operators of the Pittsburgh district against the discrimination in railroad rates will be filed with the Interstate Commerce Commission and there will be begun, in formal and determined fashion what is expected to be one of the biggest battles between railroads and shippers ever waged in any part of the country.

The shippers who filed the first gun in the war at the mass meeting in the Pittsburgh Chamber of Commerce on January 7 have been quietly preparing for the contest and everything is in readiness now to carry it to successful termination. This success will mean in the present spirit of the shippers, nothing less than the cutting of the present rates in half.

That the fight will be a fierce one to the very end there is no room for doubt. The railroads have been preparing for the battle as well as the shippers and the quiet words dropped here and there are of the effect that the opposition must be crushed unless the railroads are to suffer the loss of millions in freight earnings. On the other hand the coal and coke men have reached the point of desperation and declare that unless relief is quickly forthcoming they might as well go out of business for themselves and work for the railroads.

Coal Men Threatened
Threats have been made that the coal men who have contracts for supplying the railroads will find themselves in a very tight place if they take part in the fight and hints of dire things to happen in other ways also have been handed out but the shippers say they are in the fight to win and that no matter what obstacles are put in their path they will go on.

The railroads and transportation committees of the Chamber of Commerce which called the mass meeting early in the month at which the rate discrimination against the Pittsburgh district was discussed, had completed their report and will submit it to the board of directors at the meeting next Monday night. The report is understood to support fully the charges of discrimination at the mass meeting and to be unanimous in the declaration that prompt remedying of the condition complained of is essential to the development of the Pittsburgh district. The regular meeting of the chamber will be held on February 9 and very soon after that date the formal complaint will be filed with the Interstate Commerce Commission.

It has been argued that with an increase in the rates of the districts competing with Pittsburgh the discrimination would cease to exist but the operators of this section will demand much more than that. They feel in the first place that they have no right to demand the increase of rates in any other district and that such a step would be impossible in view of the fact that the present rates have continued in the other fields for some time and that the operators in those fields would have not cause to complain against a raise.

But, further than that they insist that a big reduction in rates could be made in the Pittsburgh district and still have margin sufficient for the railroads to earn a return. In a word in half of the existing rates. They the operators will demand a reduction hold that even such a reduction radical as it may seem, will give the roads a return of 100 per cent on the cost of transportation.

Operators Are United
There have been reports in connection with the campaign for lower rates that many of the Pittsburgh operators did not favor any interference in the matter, but to this the answer is made that the Pittsburgh Coal Operators Association and all the independent operators of the district with few exceptions as the result of a conference at the Hotel Schenle, early in March 1909 sent a letter to the presidents of the various railroads in the district asking a reduction of the freight rates which were then and are now in force.

The operators in the present movement point to the recent brief of Louis D. Brandeis in the Interstate Commerce Commission investigation of the proposed increase of freight rates in classification territory which declared that what the railroads needed was not higher rates so much as better management that they should look upon rather than without for the fault with their income. They quote Mr. Brandeis and other impartial observers to the effect that the distrust of the railroads by the people is large is not due primarily to overcharges but to overcharges or to over swollen fortunes resulting from unjust manipulation of railroad properties but because the roads have fought the truth with regard to the social and economic relations of the railroad and the people. They quote the statement from Mr. Brandeis brief to the effect that abolition of rates, the principle of

Government regulation the withdrawal of the railroads from the practice of legislative lobbying and the use of safety appliances were all fought Says Mr. Brandeis.

Railroad Opposition
All these things when they were first introduced were bitterly and persistently fought by many of the men of the industry. It is surprising that the public should wonder whether it may not be necessary to force the doctrine of efficiency upon the attention of the railroads by some external authority like that of the Interstate Commerce Commission just as it has been necessary to force upon their attention by legislative authority the desirability of regulation of the abolition of rebates and of the extension of safety appliances. As an alternative to the railroads practice of combining to increase rates we offer a plan to reduce costs. Instead of a dangerous makeshift we offer a constructive policy—scientific management under which as costs fall a gain will be made. The consumer beware of the vicious circle of ever increasing freight rates and ever increasing cost of living.

J. W. Boland who inaugurated the fight which is rapidly assuming such big proportions declared yesterday that the movement would not be checked until the relief demand was granted. He did not believe that there would be any adjustment unless the matter was taken to Washington and did not please for delay was only blindly to throw off the operators and permit a continuance of the discrimination. He said:

Out Here in Half
The freight rate on coal to the lake and on ore in return from the lake should be cut in half. There is a wide margin of profit at 44 cents a ton in haulage and all the coal need do is to look at the cost of carrying road and note their tonnage and earnings. One of our roads the greater portion of whose tonnage is coal can reduce its great earnings 50 per cent and still earn 12 per cent on its capital. Last year it paid an extra dividend of 30 per cent. The average revenue per train mile in 1909 was \$2.01 or about three times the average for a United States. I have been criticized by one of the railroads for saying that I did not ship a pound of coal and was not an operator. But this man has looked the fact that I own stock and bonds of various coal and coke companies and was a much interested as some of these people who were friendly to the railroads which would not be complained of if they would set down to the purpose of which they were charged. It is not the Pittsburgh district that it is the expense of districts less productive of tonnage.

The railroads plan delay saying they wish to await the decision as to whether the railroads of Southern West Virginia and Virginia and Kentucky will raise the rates 12 1/2 cents per ton. The president of one of our northern roads has filed a complaint with the Interstate Commerce Commission asking that the rates be raised. The operators of the Pittsburgh district have no right to ask this. The railroads of the fields more remote from markets encourage the "in-lane" development of those fields and permit the operators to put their iron and put in improvements at great expense with the understanding that they were to have a certain freight rate. The raising of rates would be an injustice to those operators. I understand that if the rates are raised in these other fields many suits for damages will be brought against the roads by the various operators. It may be that the rate is too low but this should have been considered at the time the operators were encouraged to enter the field and develop it. One of the worst things is that the road makes for the increase a piggy bank dividend.

We Have No Right to Ask That Rates in other districts be raised. What we want is that the present rate on coal and coke in this district be cut in two thirds with the rates on iron ore. This is more than from the southern fields to the lake in proportion to the value of the freight.
If our coal and coke interests are content to sit idle by and see a just and heavy toll taken from this district they are no true to the rest of their stockholders or of their community. If we cut conditions continue a while longer Pittsburgh will rapidly decline. Every opportunity to do so is being taken and it is a pity that the district for their own and the sake of the state and the suggestion that if we wait while things will be straightened out is a sheer song. One representative of the railroad interests said the other day that the adjustment sought would cost millions of the railroads. Who ever heard of railroads voluntarily giving up millions or even cents? The longer it is delayed the more they will take from the pockets of the shippers.

BY-PRODUCT TESTS

Being Made at Semet Solvay Plant of Smoak Coal

The By-product plant of the Semet Solvay Company at Dunbar has received its cars of coal from Smoak and will test this coal in the oven. The operators will demand a reduction hold that even such a reduction radical as it may seem, will give the roads a return of 100 per cent on the cost of transportation.

The company has been getting its coal from the Freeport mine of the Dunbar Furnace Company. This mine when running, full employed in the neighborhood of 250 men but since the furnace shut down all ovens were closed out and only about one half a regular number of men are at work in the mine. On Tuesday and Wednesday the mine was idle on account of the Smoak coal being used.

The Freeport mine has quite an increase having added to it extensively several years ago by purchase from the United Fire Brick Company and others.

It is said an advantageous price has been quoted on the Smoak coal and on the result of the tests depends whether a contract will be made.

PAY AT FURNACE

Employees at Dunbar Will Get About \$15,000 Today

The Dunbar Furnace Company paid in the neighborhood of \$15,000 to its employees Friday. This will probably be the last pay under Receiver Harris management unless arrangements can be made for the suspension. Three weeks back pay under the old administration will not likely be paid until the company's matters are adjusted. It is reported that everything will close down February 1st with the exception of the electrical department.

The Weekly Courier \$1.00 a year

Established 1859. Incorporated 1894.

Jos. Soisson Fire Brick Co.,

MANUFACTURERS OF

High Grade Silica and Fire Clay Brick

For Coke Ovens, Furnaces, Glass Houses and Cupolas. Special Shapes on Short Notice. Tile and Ground Clays.

Annual Capacity of Combined Works 60,000,000

Works	Analysis of Silica Brick.
Volcano B & O R.R.	Silica 95.10
Moyar P. R. R.	Alumina 2.16
Davidson B & O and P. R. R.	Iron Oxide .80
Layton B & O R. R.	Lime 1.80
Kingston L. V. and P. R. R.	Magnesia .15

MAIN OFFICE: CONNELLSVILLE, PA.

1910

Township Maps of Belmont Co., Ohio,

SHOWING

COAL FIELDS & FARM LANDS

The most complete maps covering an entire county ever published. Especially designed for the coal man's office. Indexed so as to enable one to find tract of land in the county in a moment's time.

Full information on request.

G. B. HARTLEY, M. E.,
MORGANTOWN, WEST VIRGINIA.

SILICA

Coke Oven Brick.

KIER FIRE BRICK CO.

Established 1845, PITTSBURGH, PA.

H. M. Crawford L. C. Mechling E. L. Zearley

Fayette Engineering Co.

Civil, Mining and Consulting Engineers

Mine and land surveys of all kinds. Plans, estimates and supervision of construction of complete coal and coking plants, railroads, water works, city paving and sewerage etc. Examination and reports on coal lands and mining properties.

Specialties: Coal and Coke Plants.

ELECTRIC BLUE PRINT DEPARTMENT

6012 First National Bank Bldg. Bell and Tri-State Phones 248
UNIONTOWN, PA.

Wm. Clyde Wilkins, C. E. Walter M. Todd, C. E.
Jos. F. Knuts, Archt.

THE W. G. WILKINS CO.,

Rooms 202 to 214 Westinghouse Building, Pittsburgh, Pa.

SPECIALTIES—COAL & COKE PLANTS

The following is a partial list of Coke Plants for which the W. G. Wilkins Co. have been the Engineers

Ovens	Ovens
Hedra Coke Company Plants 1 and 2 400	U. S. Coal & Coke Co. Plants 1 and 2 900
Oliver & Snyder Steel Co. Plants 1 and 2 2100	Cascade Coal & Coke Co. Plants 1 and 2 600
Austin Coal & Coke Co. Plants 2 and 3 420	H. C. Trick Coke Co. Yorkrun Road and Bitter 1000
Colonial Coke Company Smoak 100	Brubaker Coal & Coke Co. Fairbank Works 100

PITTSBURGH, PA., and CONNELLSVILLE, PA.

JAMES B. HOGG

M. AM. SOC. C. E.

CIVIL AND MINING ENGINEER.

Municipal Improvements, Water Power Development, Reinforced Concrete Structures, Railroad Locations, Development of Coal Properties, Examinations, Reports and Designs.

GENERAL MAP OF THE BITUMINOUS COAL FIELDS OF PENNSYLVANIA 1909 10

BY BAIRD HALBERSTADT F. C. S.

Showing the location of the mines and giving the names and postoffice addresses of the Operators.

With which is combined a Geological Railway and Waterway Outlet Map of the entire APPALACHIAN COAL FIELD from Pennsylvania to Alabama, giving the location and extent of all the Coal Districts.

Mounted ready for hanging (5 feet by 4 feet) \$5.00
Mounted bound in cloth (5 inches by 9 inches) \$5.00

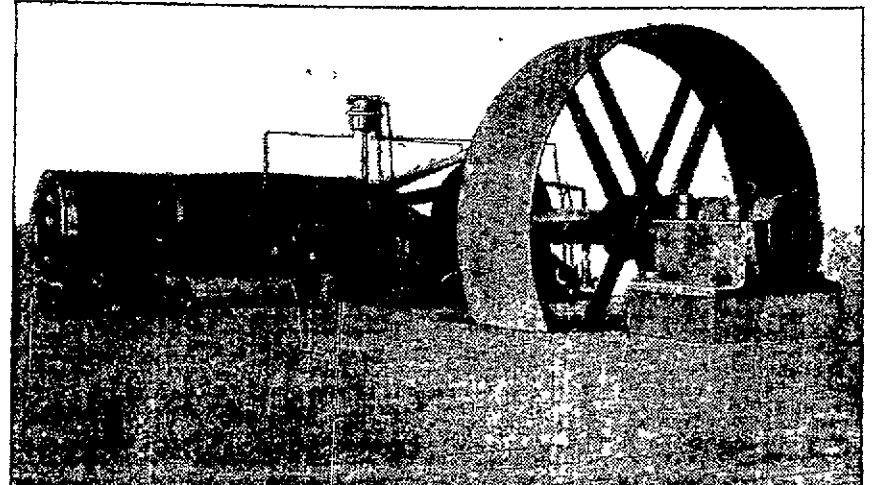
SOLD BY

THE COURIER, CONNELLSVILLE, PA.

The Connellsville Manufacturing & Mine Supply Company,

CONNELLSVILLE, PA.

Sole manufacturers of the Lepley patents and designs, covering a full line of Modern High Grade Mine Equipment Machinery



We have the largest and best equipped mine equipment plant in Western Pennsylvania fitted exclusively for the production of a high grade product. We manufacture:

PUMPS. STEAM COMPRESSED AIR OR ELECTRIC SINGLE DUPLEX OR TRIPLEX PATTERNS. WOOD LINED, BRONZE OR CAST IRON FITTED FOR MINE, TANK OR MILL SERVICE.

ENGINES. HOISTING HAULING OR STATIONARY. FIRST MOTION OR GEARED.

FANS. HEAVY STEEL PLATE CONSTRUCTION FOR HIGH DUTY SERVICE. BLOWING EXHAUST OR REVERSING. DRIVEN WITH PLAIN SLIDE VALVE, PISTON VALVE OR CORLISS ENGINES.

Air Compressors. SINGLE OR DUPLEX PATTERNS. SIMPLE OR COMPOUND.

Steel Hoisting Cages. PLATFORM AND SELF DUMPING. LARRIES, SCREENS, CHUTES, BULL WHEELS, HEAVY GEARS AND SPECIAL MACHINERY.

We manufacture none but the highest grade machinery using only the best material to be found in the market in its construction. We are also prepared to accept orders promptly and part of any of our machines. Your inquiries will receive prompt and satisfactory attention.

HARBISON-WALKER

The Standard of Quality

Try the--

STRAIGHT JAMBS

For Machine Ovens

But--

Proper design covers one point only.

They must be made wholly of high grade materials, and the best materials are CLEARFIELD COUNTY FIRE CLAYS, the highest grade known to the industry.

Harbison-Walker Refractories Co.

PITTSBURGH, PENNA.

Graceton Coke Co.

FURNACE AND FOUNDRY COKE

GRACETON, PA.

Our Foundry Coke is unexcelled by any. Its low sulphur and ash and high fixed carbon make it superior to many. It has the ability to give high melting ratios in your foundry.

DO YOU NEED JOB PRINTING?

We do all kinds of Job Printing at our office from the visiting card to the finest commercial work. Try our printing.

THE COURIER COMPANY, 127 1/2 W. Main St., Connelville, Pa.